

Coast Guard

Shield of Freedom



October
2004



CONVENTIONAL SECURITY

Coast Guard units provide
security for the Democratic and
Republican National Conventions

MTV Awards



Hurricanes



Urban War

Heroes

The world's best Coast Guard

CREW OF THE CGC SENECA, 1918



Eleven Coast Guardsmen from the CGC Seneca died in a heroic attempt to keep the torpedoed tanker Wellington from sinking Sept. 16, 1918.

In April 1917, the entire fleet of Coast Guard vessels was transferred to the Navy Department when the United States entered World War I. The Seneca escorted convoys with the Atlantic Patrol Fleet to protect them from German submarine attacks.

On its 26th Atlantic crossing, Sept. 16, 1918, the Seneca was escorting 21 ships to Gibraltar when a German submarine torpedoed the Wellington, one of the ships in the convoy.

After the Seneca chased the sub away, First Lt. Fletcher Brown and 18 volunteers boarded the Wellington to survey its damage. Most of the Wellington's crew refused to stay, and the Coast Guardsmen were left to operate the pumps and

guns. Brown's crew and the remaining seamen kept the flooding under control until a storm developed, and the seas became extremely rough.

The change in the weather decreased the chances of the ship's survival. Furthermore, the ship's lifeboat was swept away by the storm. Brown, his crew and the remaining crewmen were trapped on a sinking ship in stormy seas with no lifeboat. In an attempt to escape, they radioed for help, shot off signal flares and began to construct rafts.

When it became apparent that their efforts were in vain, Brown ordered the ship to be abandoned, but the boilers exploded shortly thereafter. Although Brown and seven of his men survived, the explosion killed 11 of the would-be rescuers.

All of the Coast Guardsmen, living and dead, were awarded the Navy Cross.

Story and illustration courtesy of the CG Historian's Office

Coast Guard

U.S. Department of Homeland Security



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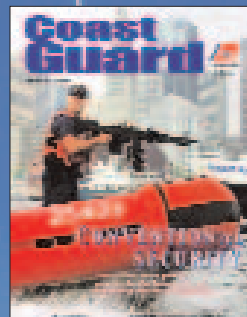
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Check out Coast Guard magazine on the Web.
www.uscg.mil/magazine

October 2004



ON THE COVER

MK3 Chris Crawford mans an M-60 machine gun on the bow of a response boat while patrolling Boston Harbor in advance of the Democratic National Convention.

AP Photo

TOSS UP Seaman Nicholas Mills throws a heaving line to an auxiliary boat April 27 as part of a standardization team inspection.

Photo by PA3 Nyx Cangemi, 8th Dist.



Homeland
Security



UP FRONT

ANGELS ABOVE

A U.S. Navy Blue Angels C-130 passes above the CGC Biscayne Bay, from St. Ignace, Mich., during the Chicago Air and Water Show Aug. 21.

Photo by PA2 David Mosley,
PADET Western Great Lakes

UP FRONT





UP FRONT

NIGHT LIGHTS

Fireworks light up the East River in New York City as crewmembers from the CGC Hawser watch while on patrol July 4.

Photo by PA2 Mike Hvozda,
PADET New York



UP FRONT

READY FOR THE CALL

Helicopters from Air Station New Orleans and Aviation Training Center Mobile, Ala., stand ready Sept. 15 at Air Station Houston while Hurricane Ivan approached land. Once the storms passed, pre-positioned aircrews sprang into action, providing disaster relief and search and rescue capabilities to areas affected by the hurricane.

Photo courtesy of Air Station Houston





UNITED STATES COAST GUARD



Determined Promise 2004 brings agencies together

LA/LB focus on terror drill

LOS ANGELES, Aug. 6 — Department of Homeland Security agencies played key roles in Determined Promise 2004, a tri-coastal domestic anti-terrorism exercise sponsored by the U. S. Northern Command. The Los Angeles-Long Beach area scenario focused on a weapon of mass destruction in the form of a “dirty” bomb with radioactive elements being detonated in the port complex.

Additional scenarios involved exercising intelligence-based searches for more container bombs throughout Southern California, responding to a simulated terrorist container explosion and train derailment in nearby Ventura County, and a simultaneous assault on three separate terrorist strongholds within the port complex. More than 60 agencies and 1,180 people participated in the Southern California portion of the exercise.

In addition to the Coast Guard, participants included, Immigration and Customs Enforcement, Customs and Border Protection, Federal Bureau of Investigations, State of California Office of Emergency Services, California Highway Patrol, Los Angeles Police, Sheriff, Fire Departments, and Port Police, Long Beach Police and Fire departments, and the Ventura County Sheriff's, Fire and Emergency Medical Services.

Los Angeles Police Department air assault capabilities, Coast Guard port security tactics, and FBI tactical assault teams were extensively tested and performed superbly throughout the exercise. This joint maritime tactical team successfully neutralized three terrorist strongholds in the simulation.

Additionally, the FBI field office tested a new National Incident Management system concept known as the Joint Investigative Operation Center. The JIOC concept added an additional cell to the law enforcement branch



MSST 91103 prepares to make an assault on warehouse No. 1 in the port of Los Angeles that had been taken over by “terrorists” during the exercise Determined Promise 2004.

that significantly improved multi-agency coordination, investigation of leads, and allocation of investigation resources during the exercise.

The exercise clearly demonstrated superior inter-agency cooperation at all levels of government in the Southern California region. According to Los Angeles-Long Beach Captain of the Port, Capt. Peter Neffenger, “It was an extremely valuable exercise that reinforced our already strong DHS, local agency, and port stakeholder partnerships, and gave us an opportunity to test our new Area Maritime Security Plan.”

Story and photo by Lt. Carl Kepper,
MSO/Group Los Angeles-Long Beach



PRACTICE MAKES PERFECT

JUNEAU, Alaska, Sept. 1 — An Air Station Sitka HH-65 Jayhawk helicopter and a 47' motor life boat from Station Ketchikan conduct helicopter hoist operation training off Mountain Point in Ketchikan.

Photo by BMC Charles Lindsey, Station Ketchikan

Coast Guard

America's
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Adm. Thomas H. Collins

Commandant

Vice Adm Thomas J. Barrett

Vice Commandant

Capt. Joel Whitehead

Assistant Comdt. for

Governmental & Public Affairs

Capt. Steve Vanderplas

Chief, Public Affairs

Patricia Miller

Deputy Chief, Public Affairs

CWO3 Lionel Bryant

Chief, Imagery Branch

PAC Elizabeth Brannan

Editor

PA1 Jacquelyn Zettles

PA2 Joe Patton

PA2 Ron Spellman

Assistant Editors

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Letters to the editor: Please limit remarks to 150 words or less. No names will be withheld. Provide rank, first and last name, phone number and unit. Letters may be condensed because of space. Not all letters will be published.

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Not your usual classroom

Boston, Sept. 23 — Members of MSST 91110 train for high interest boardings aboard the Spirit of Boston Sept. 23.
Photo by PA3 Kelly Newlin, 1st Dist.

WEBHOT!



<http://www.uscg.mil/d14/units/asbp/uscgasbp/>

The Air Station Barbers Point Web site has it all. Web surfers can fly a virtual search and rescue case, although they better watch out if they don't complete their mission.

People who are getting ready to report aboard can find everything they need to know



about the command and area and even get some quick peeks at some of their future shipmates in the photo album.

The unit's history can be found there, along with current unit statistics.

This great site welcomes its visitors with a big "aloha" and shows the enthusiasm of the personnel assigned there.



Think your Web site is unique?
E-mail the URL to
jzettles@comdt.uscg.mil



COAST GUARD BRINGS STUFFED BEARS, WELL WISHES TO CHILDREN'S HOSPITAL

HOUSTON, August 6 — (From left) CWO Lyle Tempel, Lt. Cmdr. Ron Schuster and OS2 Jerrod Sneller pose with a patient at the Memorial Hermann Children's Hospital here. The three, as well as Lt. j.g. Don Morgan, from Vessel Traffic Service Houston/Galveston distributed 30 Build-A-Bears to children at the hospital. The children and their families greatly appreciated the stuffed animals and kindness extended to them by members of a local Coast Guard command.

VTS Houston/Galveston is very active in other community outreach programs including the Partnership in Education program and various Coast Guard recruiting efforts.

Story and photo by Lt. j.g. Ben Morgan, VTS Houston/Galveston

Around the world, around the clock

A Kodiak Air Station Jayhawk helicopter and crew based in Cordova, Alaska airlifted a man and his daughter from the Tsiu River in the Yakataga State Game Refuge 75 miles southeast of Cordova, Sept. 24. A brown bear bit Anchorage-native Donald Welty on the head near the Tsiu River. Welty notified the Cordova Police Department of the attack by radio telephone. The police relayed the medevac request to the Coast Guard Command Center in Juneau.

A Coast Guard Station Menemsha law enforcement team seized the catch of the fishing vessel Lophius in New Bedford Harbor Sept. 26 after boarding and discovering it had more than its allowable amount of sea scallops aboard. The fishing vessel Lophius was en route to New Bedford, Mass. from fishing grounds about nine miles southwest of Martha's Vineyard. The Coast Guard boat, which is based out of Martha's Vineyard, escorted the 45-foot scalloper to Homer's Wharf in New Bedford Harbor for a further investigation.



Exceeding expectations in its 2003/04 inaugural year, the Coast Guard Academy Model United Nations team took several top honors, bringing home to New London nine "gavels" as awards for diplomatic excellence Sept. 2.

FY'04
By the numbers
compiled Sept. 29

LIVES SAVED: 5,066
Marijuana: 25,449 pounds
Cocaine: 240,518 pounds
Migrants: 10,805

SOURCE: G-IPA-2

Jean Hastert, sponsor for the new Great Lakes ice breaker, made a visit in late July to the Marinette Marine Corporation shipyard to check on the construction progress of the ship she looks forward to christening the CGC Mackinaw in March 2005.

The Coast Guard made the largest single cocaine seizure in its history, followed by its third largest seizure, in back-to-back operations the week of Sept. 13. The first happened Sept. 17 when Coast Guard and Navy forces discovered more than 30,000 pounds of cocaine aboard the fishing vessel Lina Maria approximately 300 miles southwest of the Galapagos Islands. A second Coast Guard and Navy team caught up with the Lina Maria's sister ship, the fishing vessel San Jose, 500 miles west of the Galapagos Islands, and found an additional 25,000 pounds.

Legare participates in international exercises

PORTSMOUTH, Va., May 26 — During July and August, the CGC Legare spent 61 days deployed to Central America and South America. During the patrol, the Legare participated in two international military exercises, UNITAS 2004 and PANAMAX 2004. The Legare began its patrol steaming down the east coast of North America and through the Panama Canal for Callao, Peru, to participate in UNITAS 2004. The Legare, along with coast guards from Ecuador, Peru, and Chile, spent two weeks participating in joint exercises to strengthen international ties through cooperation in maritime safety and security procedures.

Upon completion of UNITAS 2004, the Legare steamed up the Pacific Coast of South America for Cristobal, Panama, to participate in PANAMAX 2004. The Legare, along with the USS Crommelin and naval vessels from Chile, Argentina, Colombia, the Dominican Republic, Honduras, Panama, and Peru, spent the week in a realistic scenario defending the Panama Canal against a mock terrorist attack.

While participating in PANAMAX 2004, crewmembers from the Legare and the Crommelin spent the day at a small public school in Buena Vista, Panama. Throughout the day, crewmembers from the Legare removed trash, concrete blocks, weeds, and a 100-foot long metal fence to create a safer area in which the children can learn and play.



CGC Legare crewmembers are welcomed by local school children during a community service project in Buena Vista, Panama.

The volunteers also spent time cleaning out trash-filled rooms, clearing the children's soccer field, painting the front of the school, and installing a drainage system for rain water. The crews found time to interact with the children and were treated to a traditional Panamanian meal by the school's cooks. After an exhausting day, the volunteers received a grateful thanks from the school's staff and from visiting members of the U.S. Embassy, and left with the knowledge they had made a difference.

Story and photo by Ensign Justin Nadolny, CGC Legare

CG assists celebrities during MTV Video Music Awards



MTK3 Jason Lemons of Station Miami Beach and MTV Video Music Awards performer Jennifer Lopez walks down the red-carpeted dock to her yacht.

MIAMI, Aug. 29 — To the surprise of many Coast Guardsmen, the military and the entertainment business came together Aug. 29 to celebrate MTV's Annual Video Music Awards, which were held at the American Airlines Arena in downtown Miami.

When Miami won the bid to host this year's show, they quickly requested Coast Guard assistance in coordinating the red-carpet arrival at the VMAs.

Fifteen celebrities and their entourages boarded their luxurious yachts at

Integrated Support Command Miami. These expensive boats looked a bit out of place next to the Coast Guard cutters and station small boats. With security of the celebrities and their vessels being a high priority, Sector Miami, under the command of Capt. James Maes, coordinated an extensive security and escort operation involving 22 interagency vessels, including the CGC Bluefin as the Maritime Operations Center.

Story and photo by PA2 Anastasia Burns, 7th Dist.



CONVENTIONAL SECURITY

Coast Guard units unite to protect the nation's political process during

Story by CWO Steve Sapp and
PA1 Matthew Belson, PADET New York

PA2 Mike Hvozda, PADET New York

EYE IN THE SKY BM2 Chris Karpf maintains a vigilant watch from a Coast Guard helicopter above midtown New York City Aug. 29. Armed helicopters conducted security patrols above the city during the Republican National Convention.

Shortly after the conclusion of the Republican National Convention in New York City, Tom Ridge, secretary for the Department of Homeland Security, spoke to reporters at the National Press Club Sept. 7, where he commented on the post-9/11 homeland security environment.

“As you can imagine, securing our homeland and protecting our citizens is a huge task,” said Ridge. “We must guard thousands of miles of borders, shoreline, highways, railways and waterways. That has required broad-based security protocols, ones that can continue to welcome the free flow of trade and travel, but also keep terrorists out.”

Nowhere else was Ridge’s statement more evident than in the 1st Coast Guard District this past summer during the Democratic and Republican National

Conventions in Boston and New York City.

Numerous federal, state and municipal authorities worked for more than a year to develop two ambitious security plans that ensured an appropriate presence on land, on water and in air for both venues. Their goal was to protect the political process. But those plans were not without challenges.

On land, authorities wrestled with transportation issues: how to effectively secure a venue co-located with a major railway hub — Boston’s Fleet Center sits atop Massachusetts Bay Transportation Authority’s North Station whereas New York’s Madison Square Garden sits atop Penn Station, which serves tens of thousands of railway commuters daily.

The solution was a virtual lock-down of the venues

LAND OF LIBERTY The crew of a 25-foot security boat from MSST 91106 keeps watch over passenger vessels and high profile landmarks in New York Harbor during the Republican National Convention.



and their perimeters. Many citizens took vacations instead of passing through the security gauntlet en route their workplaces.

On water, the New York and Boston captains of the port similarly wrestled with the prospect of deterring waterborne terrorist attack while simultaneously ensuring the continued free flow of commerce in two of the nation's busiest commercial ports. However, unlike the land solution, locking down the ports was not a practical option.

Another daunting operational handicap present during any large-scale multi-agency operation is the ability of all agencies to communicate easily and quickly with each other. Lessons learned from 9/11 have encouraged first responder agencies to integrate training and operations and develop enhanced communications capabilities.

"The need for seamless communications among all forces continues to be an area for improvement," said Capt. Glenn Wiltshire, commanding officer of Activities New York and captain of the port of New York and New Jersey. "However, because the Coast Guard works so closely with most of these agencies on a daily basis in New York, we were able to minimize any problems."

Maritime Domain Awareness can be difficult to manage in a port area as large as the Port of New York and New Jersey. The Vessel Traffic Center, which has long been used as an advisory system for commercial vessel masters, has since 9/11 doubled as a surveillance system. Two new technologies deployed for the RNC have enhanced the captain of the port's MDA — the Hawkeye System and Blue Force Tracking — and mitigated gaps in previous capabilities.

Challenges and solutions notwithstanding, Wiltshire said that he, as did Capt. Brian Salerno, captain of the port of Boston, oversaw an aggressive multi-agency deployment of unified waterside security forces that is considered one of the largest Coast Guard operations in recent years. The Coast Guard presence around New York alone was significant.

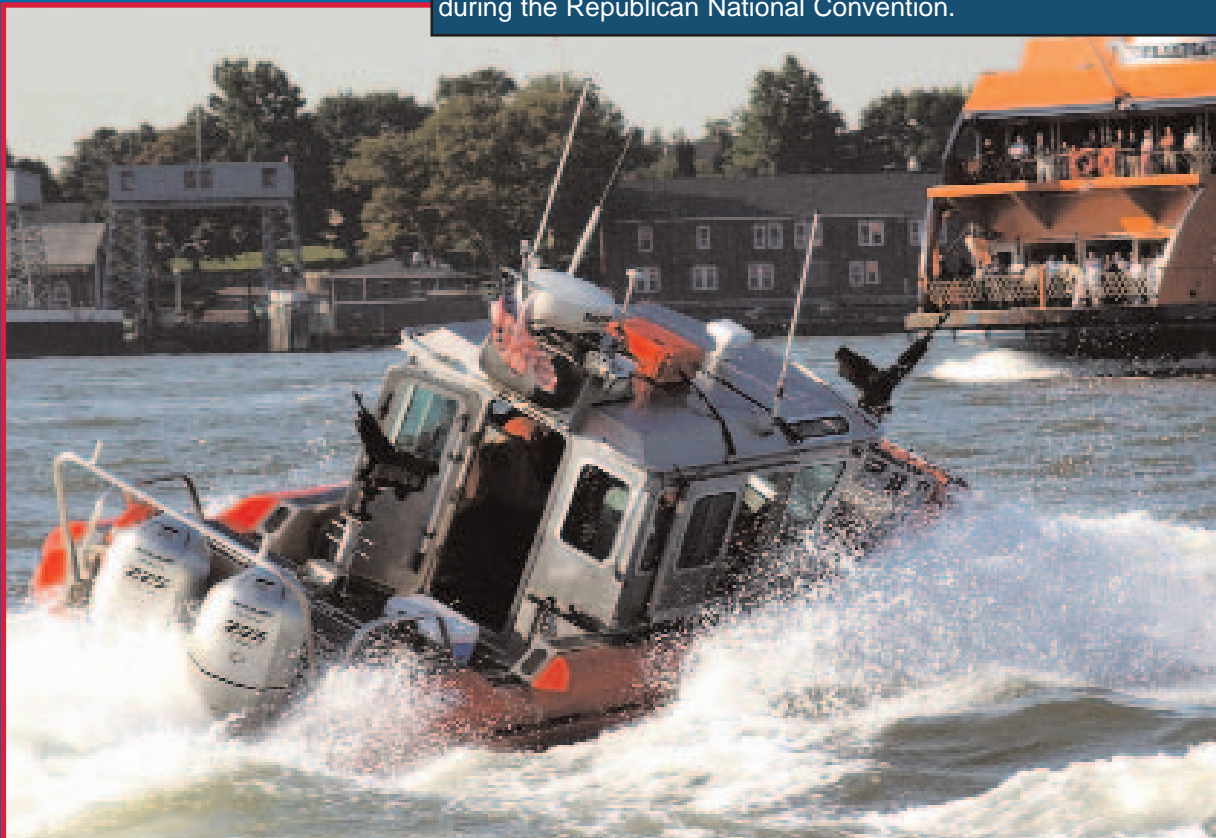
"As for my own experiences, it reminded me in many respects of the operations we had to pull together in 1989 and 1990 to oversee the cleanup of the Exxon Valdez oil spill in Alaska," said Wiltshire. "One of the hallmarks of the Coast Guard is our ability to make optimal use of our multi-mission resources to meet surge demands, and the RNC allowed us the opportunity to demonstrate that."

Wiltshire credited his leading planners, Capt. Mike Moriarty, Cmdr. Peter Sammis, and Lt. Cmdr. Michael Griffin, for managing such a large task while following the guiding principles of "safety, vigilance, flexibility,

FULL SPEED AHEAD A 25-foot security boat from MSST 91106 sweeps the East River around Whitehall Terminal as the Staten Island Ferry heads to Manhattan during the Republican National Convention.



PA3 KELLY NEWLIN, 1st DIST.



PA3 KELLY NEWLIN, 1st DIST.

and teamwork.” But planners can also thank Secretary Ridge for eliminating most of the learning curve experienced by any operation of this magnitude.

Weeks before the start of the RNC, Ridge raised the terrorism threat level to orange for the Port of New York and New Jersey. Ferry passengers, recreational boaters and commercial operators already accustomed to a consistent Coast Guard presence since 9/11 noticed an even more obvious increase in small boat patrols of port waterways and security zones, as well as armed Coast Guard tactical security operations officers on passenger ferries.

“The increase in MARSEC level gave us a ‘no notice’ head start in getting our Incident Management Team in place in advance of the convention,” said Wiltshire.

More than 1,300 Coast Guard active, Reserve and

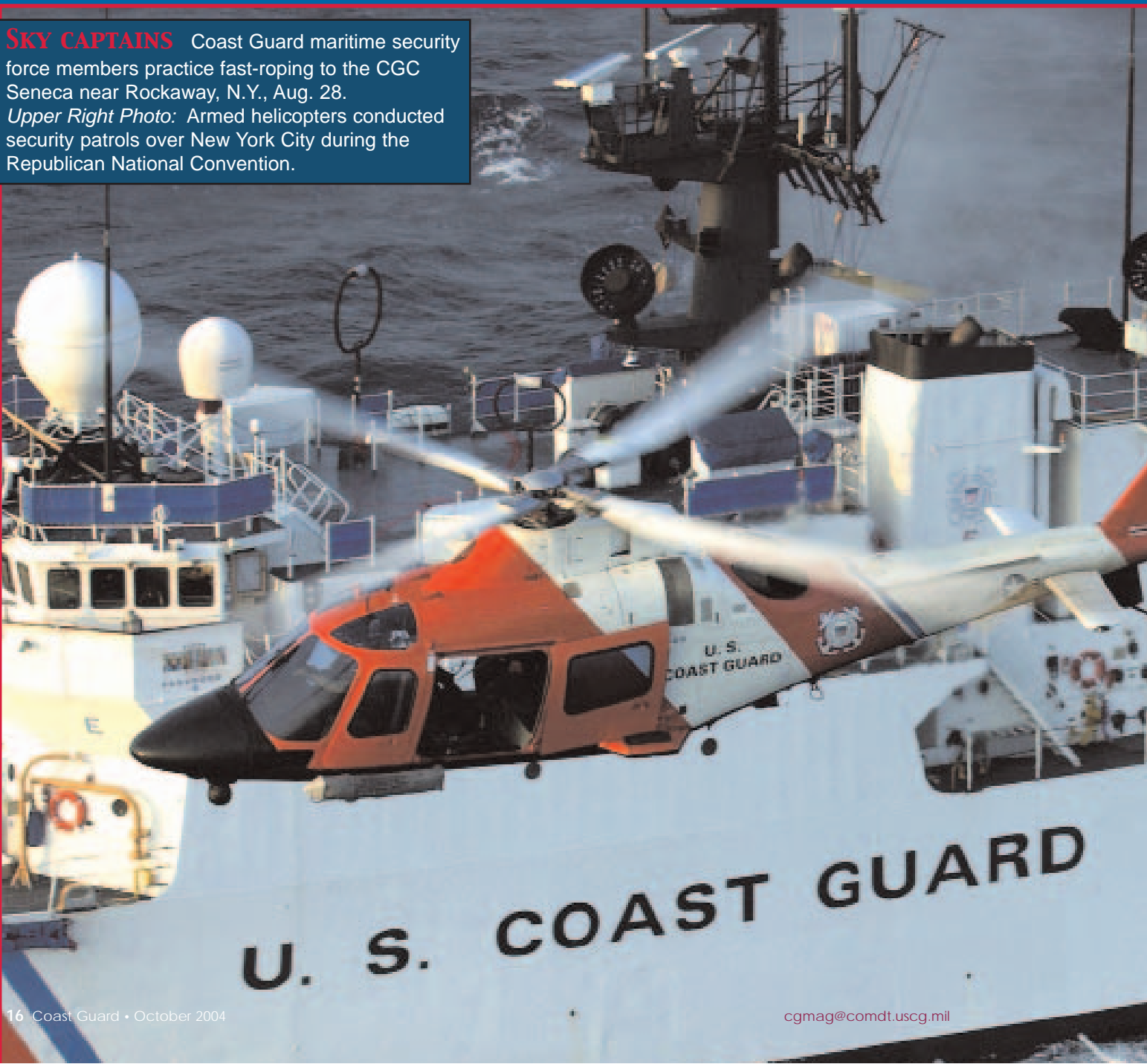
Auxiliary personnel served aboard 12 cutters, 48 small boats and 10 auxiliary boats, seven helicopters and two auxiliary aircraft, and staffed 11 command posts in Manhattan, Brooklyn and Staten Island. Crews represented many 1st District units and flotillas, two Atlantic Area Maritime Safety and Security Teams and five air stations.

Thirty-six additional security patrols from such agencies as the New York City Police Department’s Harbor Unit, New York Naval Militia, U.S. Park Police and New Jersey State Police augmented Coast Guard forces. The NYPD Harbor Unit is a rather large maritime security force with more than 20 vessels of varying size. They have repeatedly proved to be a close Coast Guard ally.

“Coast Guard personnel from throughout the 1st

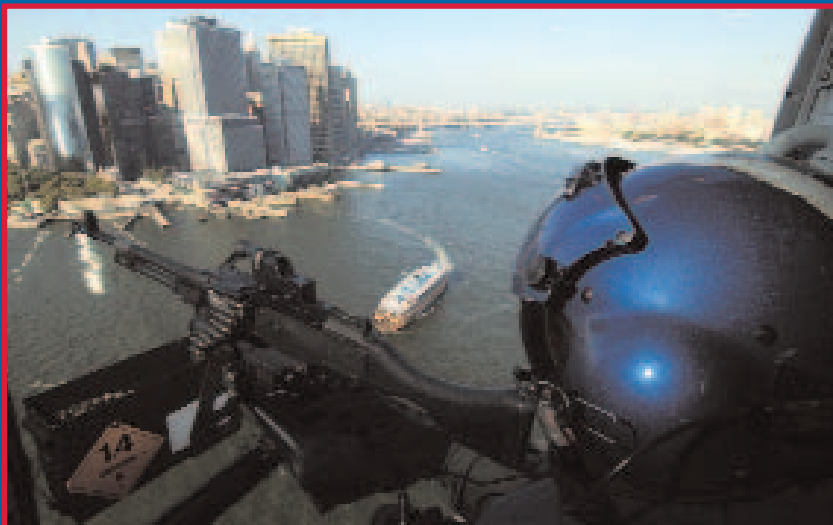
SKY CAPTAINS Coast Guard maritime security force members practice fast-roping to the CGC Seneca near Rockaway, N.Y., Aug. 28.

Upper Right Photo: Armed helicopters conducted security patrols over New York City during the Republican National Convention.



District and Atlantic Area joined together with resources from Activities New York and our local law enforcement partners in a single team effort to ensure the waterways around New York and New Jersey remained safe and secure during the convention,” said Wiltshire.

“Coordination and cooperation between all agencies involved made a monumental task relatively easy,” said Deputy Inspector Kenneth Kelleher, commanding officer of NYPD Harbor Unit. “The unified response actually worked great; communication was the key element in our success.”



PA2 Mike Hvozda, PADET New York



PA2 Mike Hvozda, PADET New York



PAT MATTHEW BELSON, PADET NEW YORK



PAT MATTHEW BELSON, PADET NEW YORK



PAT MATTHEW BELSON, PADET NEW YORK

BY THE PEOPLE Coast Guard tactical operations boarding team members observed passengers aboard ferries bound for Liberty Island and Ellis Island to prepare for increased security during the RNC.

Tallying efforts in New York City following a mostly uneventful waterside security operation, the Coast Guard statistics were impressive.

Coast Guard small boat patrols alone expended more than 3,000 underway hours and enforced 12 permanent security zones, conducted 320 law enforcement and recreational boating safety boardings, and completed 385 Maritime Transportation Security Act facility visits. All the while, Activities New York personnel controlled 3,342 vessel movements throughout the port and conducted 510 random positive control, high-interest vessel and captain of the port-selected boardings.


Additionally, Coast Guard aircrews based at Floyd Bennett Field in Brooklyn logged 86 air sorties totaling

250 air hours. Although uneventful, the RNC offered the American public its first official glimpse at one of the Coast Guard's newest homeland security capabilities — rotary wing aerial interception. Quietly deployed during three previous national security special events — the G8 Summit in Georgia, President Reagan's funeral and the Democratic National Convention — RWAI aircrews successfully displayed the Service's newly developed low altitude, slow-moving deterrence initiative. Armed Coast Guard helicopters were a frequent sight in the skies around New York.

"The events of 9/11 have forced fundamental changes in the way we conduct security in our nation," said Adm. Thomas H. Collins, Coast Guard commandant. "The Coast Guard has been quickly

adapting to meet these new challenges and will continue to strive for innovative ways to enhance our ability to protect this country."

Shortly after the RNC, New Yorkers, as did the nation, reflected on the 3rd annual commemoration of the 9/11 tragedy and our changed environment. Meanwhile, the Coast Guard continues to forge fundamental changes in its security capabilities and strives to adapt innovative technologies to ensure a safe and secure nation for all our citizens.

"During the RNC we deployed new capabilities, implemented new technologies, and executed a concept of operations that reflected lessons learned from our Democratic National Convention operations in July," said Rear Adm. David Pekoske, 1st District commander, in an official message. "As a result of our DNC and RNC operations at these two national security events, we are more ready than ever to provide a layered defense guided by improved awareness of threats to our maritime region." 

PA1 MATTHEW BELSON, PADET NEW YORK

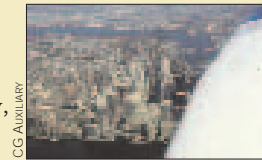
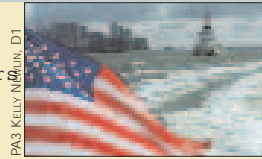
CONVENTION SECURITY

WHO HELPED KEEP THE CONVENTIONS SAFE?

Many Coast Guard units combined to provide extensive security

RNC in New York

Coast Guard Cutter
Seneca, Juniper,
Abbie Burgess,
Sturgeon Bay,
Thunder Bay,
Moro Bay, Grand
Isle, Sanibel, Sailfish,
Hawser, Wire, Bridle
Stations
New York, Sandy
Hook, Kings Point
MSSTs
91102, 91104, 91106
91108, 91110
Air Stations
Cape Cod, Atlantic City,
Elizabeth City
Other Units
TACLET North
FIST New York
FIST Boston
CGIS New York
HITRON Jacksonville
Atlantic Strike Team
ISC Boston, ESU Boston
ESD New York
NESU Boston
Coast Guard Auxiliary
Activities New York

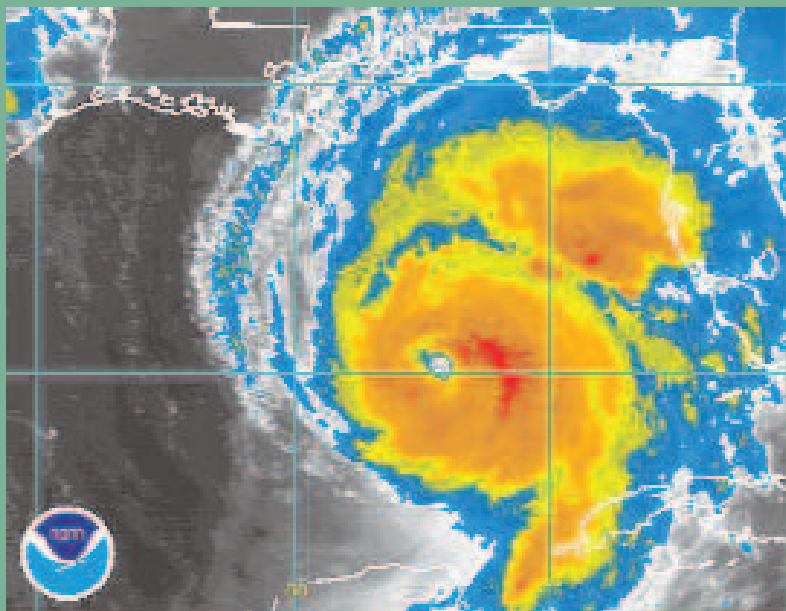


AROUND Top: The CGC Grand Isle patrols the Hudson River during the RNC. Middle: A Coast Guard response boat patrols Boston Harbor in advance of the DNC. Bottom: A Coast Guard Auxiliary plane patrols the sky over New York City.

DNC in Boston

Coast Guard Cutters
Campbell, Escanaba,
Hammerhead, Jefferson
Isle, Morro Bay,
Pendant
Stations
South Portland, Pt.
Judith, Pt. Allerton,
New York, New London,
Montauk, Merrimack
River, Menemsha,
Gloucester, Fire Island,
Chatham, Boston.
MSSTs 91106, 91110
MSOs
Boston, Portland,
Providence,
MSFO New Castle
Other Units
Air Station Cape Cod,
Activities New York, ANT
Boston, First Coast
Guard District, Seventh
Dist. OAN, Group
Boston, Group Portland,
Group Woods Hole, IMAT,
ISC Boston, MAT,
MLCLANT, NESU, NSF,
Sector LIS, ESD, ESU

CRUISING BM1 Bobby Boord keeps a sharp eye on boat traffic while security boats from MSST 91106 escort the cruise ship Seven Seas Navigator up the Hudson River.



NOAA PHOTO



As Southerners stayed glued to radios and television sets, Hurricane Ivan slammed into Gulf Shores, Ala., Sept. 16 with devastating winds clocked at 130 mph hurling debris throughout the turbulent night and spawning swirling tornadoes and pounding surf.

For Florida residents, it was the third major storm in five weeks. With brute force, Hurricane Charley struck just north of Fort Myers, Fla., Aug. 13. Soon after, Hurricane Frances struck the East Coast Sept. 5. The two storms caused dozens of deaths and billions of dollars in damage.

It was the first time since reservists were fully integrated into the Coast Guard that the Southeast braced for a series of turbulent storms. As the storms churned toward the region, contingency plans were tested and response personnel worked long hours in preparation.

The storms posed a series of complex problems for captains of the port. While the Sunshine State has already received \$178 million in hurricane aid and, as of press time, 353,716 Floridians have registered for assistance from the Federal Emergency Management Agency, Florida Governor Jeb Bush expressed strong concerns about preserving the flow of commerce and the arrival of fuel to his state even while hopes for a productive citrus season dimmed.

It's a series of concerns the Coast Guard is used to juggling. But it's the first time in recent memory Coast Guard advisors were located within the Florida Emergency Operations Center. Their performance received high marks.

"Floridians throughout the state owe a debt of gratitude to the Coast Guard," said Bush. "No one could have anticipated what hurricane season 2004 could have brought Florida, and the hard work of the Coast Guard helped ensure that we were prepared for the worst."

From Miami to Charleston, S.C., and from Port Canaveral, Fla., to New Orleans, consideration of keep-



TURBULENCE TIMES THREE

Coast Guard units respond to a trio of deadly storms that hit the Southeast

Story by PA2 Judy Silverstein, 7th Dist.

PAC STEVE CARLTON, NATIONAL STRIKE FORCE

LOOKING AROUND A Coast Guard Jayhawk helicopter crew from Aviation Training Center Mobile conducts a damage assessment overflight between Orange Beach, Fla., and Perdido Key, Fla.

Inset Photo: A weather radar image of Hurricane Ivan.

ing ports open to commerce had to be balanced carefully with safety concerns, said Cmdr. George Boyle, senior reserve and training officer at MSO Tampa. Boyle, who works for the Florida Department of Transportation as a civilian, has been on active duty since Sept. 11, 2001. Originally joining the Coast Guard as an enlisted member on active duty, he has been a reservist since 1976. He recently returned from a week in the Florida Emergency Operations Center where he worked advising the secretary of the department of environmental protection during the onslaught of Hurricane Frances. Boyle had high praise for both Secretary Colleen Castille and the governor.

"The Governor has so many people tugging at him, but he and Secretary Castille are well-versed in port

issues, and they're impressive in their understanding of what we do to maintain navigable ports," he said. "Everyone seemed to be aware of the vital role we play in keeping fuel coming into the state, which affects virtually everything from transportation to food and power," he said. "The governor had grave concerns about the shortage of gasoline and diesel fuel but understood safety issues thoroughly."

There was an interagency element that also impressed Boyle.

"It was good to see the lessons learned after 9/11 put into play. As agencies scrambled to share information, everything flowed smoothly," said Boyle.

The remnants of Ivan pummeled Gulf states — destroying homes, flooding neighborhoods and leaving



PAC Andrew Knepper, PI DET HOUSTON

ROUGH ROAD PAC Steve Carleton, a member of the Coast Guard National Strike Force, walks to the east end of the I-10 Bridge to survey damage caused by Hurricane Ivan. *Inset Photo:* A car stops just short of the exit to the I-10 Bridge that collapsed near Milton, Fla. The driver could not go the other direction because large sections of the bridge had fallen into the water.



hundreds of thousands of people without power. It has been categorized as the deadliest hurricane since Hurricane Floyd struck in 1999.

According to the 7th and 8th Districts, the integration of active duty and reserve members has ensured quicker response time and smooth management throughout an unusually hectic season. Nowhere was that more evident than in the aftermath of Ivan as teams from the Atlantic coast mobilized support.

Group St. Petersburg mobilized personnel after Hurricane Charley to check on auxiliaries and reservists located on the west coast of Florida. Having well-versed and well-trained teams helps response efforts run smoothly, said Lt. j.g. Brett Chianella, law enforcement officer at Group St. Petersburg.

Chianella heads a Coast Guard team comprised of active duty and reservists with a wide array of abilities, skills and knowledge. That team was quick to respond when Hurricane Charley smacked into an area north of Fort Myers, Fla., in early August.

"The whole area was devastated, and while Station Fort Myers suffered some damage, our fellow Coasties need time off to repair their own homes," he said. "It's very unfortunate, but it was also rewarding to be able to help out our fellow Coast Guardsmen, and I know they'd have done the same for us."

Chianella's team was able to assume search and rescue response and law enforcement response to relieve their counterparts. They even offered their services to the Charlotte County Emergency



PA2 RUSS TIPPETS, PUBLIC INFORMATION ASSISTANT TEAM

A VIEW FROM ABOVE From a Coast Guard helicopter, BM2 Sean Luke, from ANT St. Petersburg, Fla., looks for damaged channel markers. *Inset Photo:* Some businesses and hotels along the Florida coast suffered catastrophic damage from Hurricane Ivan.

PA3 Beth Reynolds, 7th Dist.



Operations Center to assist other emergency workers. The team assisted a Charlotte County, Fla., firefighter who lost power and sustained major roof damage. Pointing toward the skill and experience of his team, Chianella said it was something he'll not soon forget.

"We had YN's, EM's, DC's, BM's, and MK's, and they could hook this guy's house up to power from a generator in about 10 minutes."

Looking out for one another is a top priority in storms of the magnitude experienced this summer. The 7th and 8th Districts have offered teams to assist in assessment and clean-up efforts and have tag-teamed with other agencies and other sectors of the Coast Guard.

"You have to look out for your people first and foremost," said Capt. Daniel Neptun, commanding officer of Group St. Petersburg. "Once that's completed, we can turn to helping the community, which is also a priority."

Those sentiments were echoed by Capt. Robert Grant, deputy chief of staff at the 7th District. He recalls Hurricane Andrew, which in 1992 pounded Florida and Louisiana with a vengeance.

"During Andrew, we had reservists called up under Title 14," he said. "They responded within 48 hours,

but now we have reservists ready instantaneously." His sentiments were echoed by Capt. Wayne Justice, chief of staff at the 7th District.

"Training, readiness and flexibility were key to our crew's abilities to respond effectively, not just to one major storm, but three," said Justice. "Just a month prior to Charley, we conducted a major hurricane exercise that tested our capabilities, particularly from a command and control perspective utilizing an Incident Management Team. That exercise, combined with the lessons noted and learned from each successive storm, improved our performance and demonstrated once again the outstanding professionalism and commitment our servicemembers have to the mission."

Back in 2002, 128 reservists were recalled after Hurricane Andrew devastated Florida, but that was back in the days when reservists reported to their own units. With integration in full swing, reservists with their wide array of civilian skills are used for drilling on weekdays alongside their active duty counterparts. That means fewer reservists have to be recalled to active duty, and it means they are fully trained to complement disaster recovery efforts.

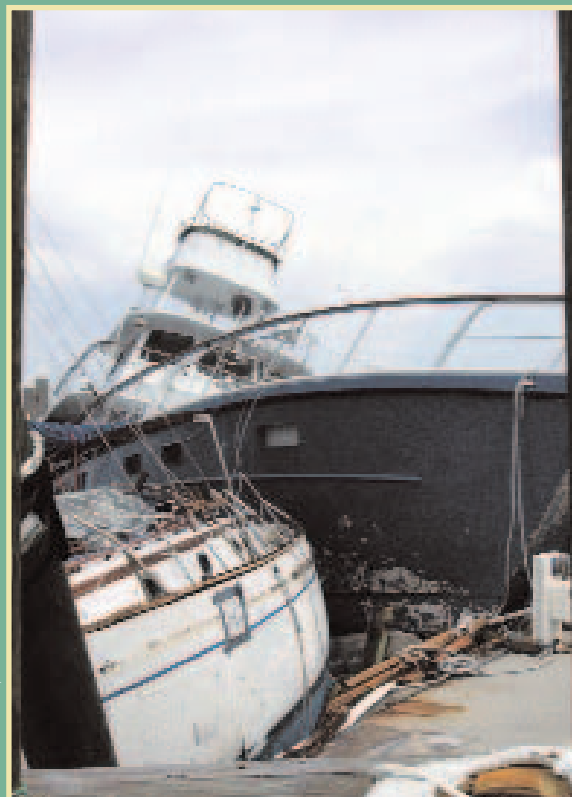
As rescue and clean-up efforts in Florida began after



PA3 Stacey Piroani, 7th Dist.




PA3 Andrew Kenonick, PADET Houston



PA3 Gretchen Eddy, 7th Dist.

SHIPWRECKED Above & Right: Boats in marinas all throughout areas affected by the hurricanes suffered severe damage. Many marinas experienced high winds and storm surges, which caused large numbers of boats and piers to become piled together.

An aerial photograph showing a flooded road. A car is partially buried in the sand on the right side of the road. The water is murky and brown. The road has yellow double lines. The background shows more of the flooded area and some distant structures.

Hurricane Charley devastated both Lee and Charlotte counties, Group St. Petersburg's ANT crew worked steadfastly with assistance from crews on the CGC Oak from Charleston, S.C., ANT Jacksonville and ANT Fort Lauderdale. Within days, the teams had repaired more than 135 aids to navigation.

Nearly three weeks later, teams on Florida's east coast jumped into action after Hurricane Frances touched down in Vero Beach, Fla. As the storm blanketed the entire state, FEMA teams scrambled from Orlando to safer ground in Georgia. Once again, Florida residents on the state's west coast boarded up homes, stockpiled water and braced for a powerful

hurricane, as more than 100 trees were toppled by strong winds in Tampa alone. Contingency plans were reviewed and preparations made just in case the Operations Center in St. Petersburg had to become a mobile unit.

Less than 10 days later, Hurricane Ivan threatened Florida's west coast, causing the captain of the port to close the ports of Manatee, Tampa and St. Petersburg in preparation for the impending devastation. As thousands of people were without power across several states, debates about fuel for air conditioning, supermarkets and hospitals became a growing concern. Gasoline became a precious commodity once again.

HAZARDOUS DRIVING A car is partially buried in the sand by Hurricane Ivan. *Inset photo:* A news crew videotapes the front of a tractor-trailer that has fallen over a missing section of the I-10 Bridge near Milton, Fla. Parts of the I-10 Bridge were destroyed during Hurricane Ivan.

PA3 STACEY PARDINI, 7TH DIST.

The scenario was familiar even as storm names changed.

MSO New Orleans collaborated with the U.S. Army Corps of Engineers, local river pilot associations and the ports of Plaquemines, La., St. Bernard, La., New Orleans, South Louisiana and Baton Rouge, La., to conduct waterway assessments in the aftermath of Ivan. The MSO collaborated with local river pilots to develop an operational plan for reopening the lower Mississippi River to deep-draft navigation. The MSO received reports of a large tank floating in Tiger Pass (to the west of Venice, La.). Coasties from across the state stood by to respond quickly. That list included Emergency Response Teams, Damage Assessment Teams, Disaster Area Response Teams, MSST 91112 from Meridian, Miss., and the Atlantic and Gulf Strike Teams. Teams from as far away as Boston and Elizabeth City, N.C., were poised to pitch in, and then the storm veered sharply, slamming into Florida's Panhandle and causing flooding as far inland as Chattanooga, Tenn.

Ivan's waves destroyed homes along the Florida coast while the National Weather Service issued a flood watch for North Carolina, which had already suffered heavy flooding due to Hurricane Frances' persistent march across the eastern seaboard. Because so much of the city of New Orleans is located below sea level, residents and emergency workers braced for an unprecedented disaster in that city. Fortunately for New Orleans, the storm spared them a direct hit as it charged direction. Concrete portions of a bridge on Interstate 10, the major east-west highway through Florida's Panhandle, were washed away, stranding residents and surprising many locals. A buoy in the region recorded waves as high as 50 feet.

One could say preparedness became the catchphrase of the summer of 2004. Aircraft personnel performed relentless over flights to survey and assess the damage to critical aids to navigation. Small boat crews played a crucial role in communicating barriers to keeping waterways open in the aftermath of a string



PA3 Andrew Kendrick, PADET Houston

COURSE OF ACTION Adm. Brian Peterman (R) and Capt. Daniel Neptun, commanding officer of Group St. Petersburg, study a chart detailing the areas that suffered the most damage from Hurricane Charley.

of storms that sent boats crashing into seawalls.

Nicknamed "Ivan the Terrible," the category four hurricane knocked out power to more than 1.5 million customers in four states, toppling trees and peeling off roofs. In Gulf Shores, Ala., where the storm's eye made landfall, electrical transformers blew up, setting the sky aglow. It was a scene many people have experienced and feared several times throughout this fierce and stormy season.

While dozens of tornadoes roared through northwest Fla., Station Pensacola and ANT Pensacola reported flooding, and a 46-foot sailboat in the parking lot, placing them in "inoperable" status. As teams worked doggedly, the ability to tap reservists helped alleviate some of the heavy workload, said Grant.

The destruction wrought by Ivan also caused a storm surge of 10 to 16 feet, topped by large and ferocious waves. Then, it suddenly picked up strength on the evening of Sept. 16, threatening even more states with flooding as it charged inland.

President Bush quickly signed disaster declarations

PA3 Beth Reynolds, 7th Dist.



PA3 STACEY PARDINI, 7TH DIST.



SHUTTLE STOP Members of a South Florida-based Urban Search and Rescue team wait for a Coast Guard helicopter to land. The team searched door-to-door on Perdido Key for people in distress.



CAREGIVERS AST3 Aaron Raines (left and below) from Aviation Training Center Mobile keeps watch over elderly women in critical condition during a rescue flight from a church in Monroeville, Ala. Hurricane Ivan left a group of more than 70 patients stranded and in need of medical attention. *Middle left:* Coast Guardsmen deliver much-needed water to people in some of the areas devastated by the hurricanes. *Bottom:* Coast Guard ATON teams worked long and hard to replace any aids to navigation that were damaged as result of the hurricanes' strong winds and storm surges.

PA3 Mike Lutz, PADET New York



PA3 Gretchen Eddy, 7th Dist.



PA3 Mike Lutz, PADET New York

for Alabama, Florida, Louisiana and Mississippi. However, as hurricane season approaches its peak, storm weary southerners are keeping a watchful eye on the Caribbean and Atlantic Oceans.

Coast Guardsmen in the 7th and 8th Districts and from Atlantic Area units are scrambling to get rest as they brace for the next onslaught of storms.

At the time this story was written, another major storm, Hurricane Jeanne, was churning through the Caribbean on a path that would eventually take it into Florida, once again causing residents to flee and the Coast Guard to spring into action.

Coasties stationed in the Southeast know they'll remember this season especially as they look forward to Nov. 30, the season's final day.

"We have never seen an unusual hurricane season like this," said Chianella. "We have the support, people and talent to handle it in the Coast Guard. I don't think we'll forget these storms for a long time." ©



USCG Photo

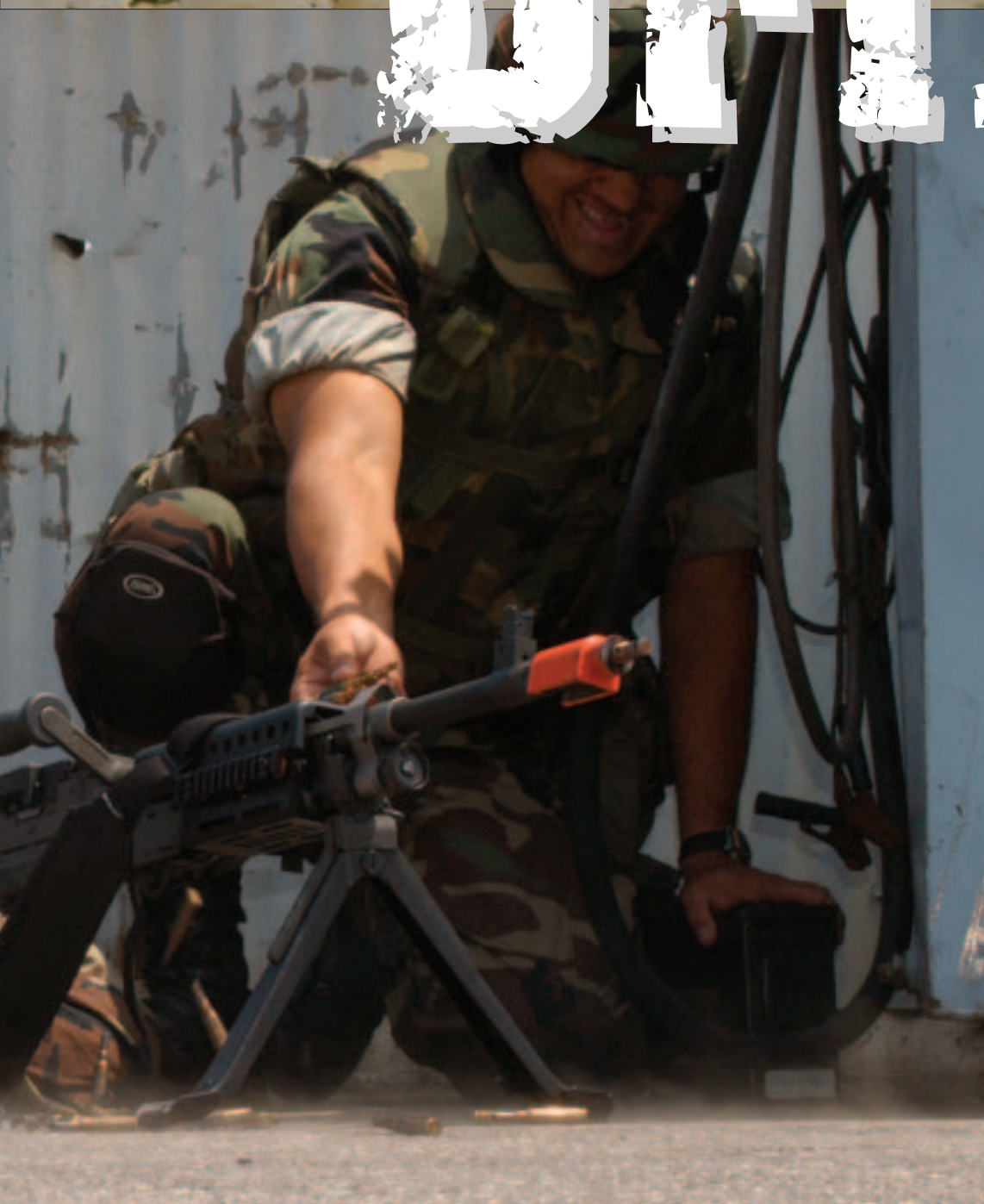
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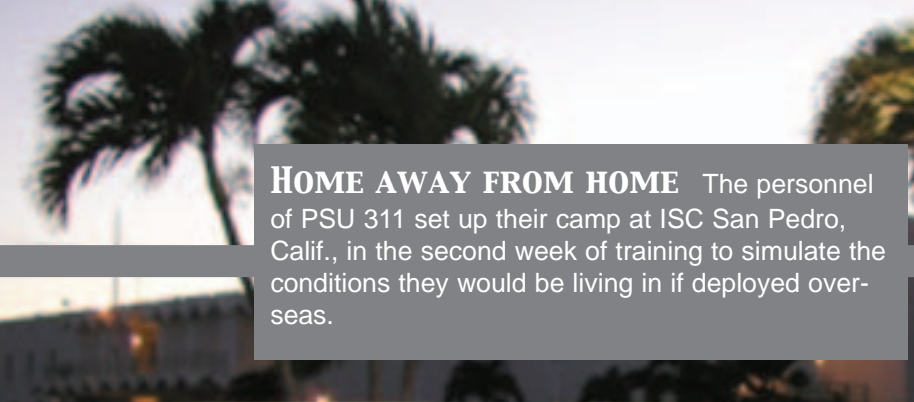
JUST LIKE THE REAL THING Seaman Daniel Lee blasts away with simulated rounds at role-playing “bad guys” as part of urban terrain training on Terminal Island, Calif., Aug. 17, while Seaman Apprentice Humberto Lopez handles his ammunition belt and PS2 Chuck Grady covers them both. These members of PSU 311, along with the rest of their unit, are trained in military operations in urban terrain to better prepare them for overseas duty.



is Just a Drill

Story and
photos by
PA3
Michael
Zolzer,
PacArea





HOME AWAY FROM HOME The personnel of PSU 311 set up their camp at ISC San Pedro, Calif., in the second week of training to simulate the conditions they would be living in if deployed overseas.



WHERE THERE'S SMOKE

Members of PSU 311 must demonstrate usage of all signalling devices in order to qualify as boat crew members.



DEFENSIVE PLATFORM

Members of PSU 311 train in boat interception tactics in the Port of Los Angeles and the Port of Long Beach, Calif. The training included how to protect a vessel carrying troops or supplies to ensure it reaches its final destination safely. The crews of PSU 311's three small boats successfully defended their security zone against several attempts by role-playing "bad guys" to break through.



As the trucks slowly rolled through an abandoned housing complex in San Pedro, Calif., members of Coast Guard PSU 311 were ready for the worst. Suddenly, automatic weapon fire strafed the convoy, sending them into defensive positions. Despite the fact that the unit was under fire the troops remained calm. After all, this was only an exercise.

In the past several decades, warfare has shifted from open fields of battle to urban areas easily accessible from the sea. In order for troops to prepare for this type of close-quarters combat, they must undergo special training to accomplish their mission on land and sea. In August, the San Pedro-based PSU took part in two weeks of classroom and field exercises to prepare its members to face the challenges associated with operating on land and sea during an overseas deployment.

The PSU members began their training in a classroom environment, where they established guidelines to be used during training and real-world events.

During the training, they learned about the weapons they would carry overseas, the environment in which they would operate, and what type of opposition they might face, said Lt. Clinton Carlson, PSU 311 logistics officer.

The classroom training focused primarily on boat operations. The training included how to protect a vessel carrying troops or supplies to ensure it would reach its final destination safely. To effectively create and maintain a security zone around a specific vessel, the PSU operates six 25-foot transportable port security boats, which can reach speeds in excess of 40 knots and carry a .50-caliber machine gun and two M60 machine guns.

Although the PSU mostly operates boats, it also spends time on land transporting materials by convoy. In this capacity, the unit is more vulnerable to an attack by the enemy. To prepare troops to counter this potential threat, they learned about military operations in an urban terrain and

convoy deployment.

Convoys are nothing new to PSU 311. They were part of the daily routine during its last deployment to the Middle East, according to Carlson. The unit also understands a convoy is a target, but they are preparing for that threat, he said.

"The unit has to be ready for a situation that we hope will never happen, but we know it can happen," MK3 Jose Espinoza of PSU 311 said.

A convoy is where a soldier can be most vulner-

able to the enemy, according to Carlson. In essence, the convoy is a moving target without much protection. This is why individuals in the vehicles must always keep a constant watch on the surrounding area. The enemy has the advantage of hiding anywhere along the convoy's route and attacking at will, he added.

During training, the convoy passed through the town, a role player stood on the side of the

street waving and smiling at the convoy. As the trucks passed by, he grabbed an M16 machine gun from behind a light post and opened fire. This scenario illustrated that people appearing friendly may pose lethal threats.

Once a convoy comes under attack, there are two basic ways to mitigate the threat. One is to stop the convoy and engage the enemy. Another is for the convoy to punch through the area by any means necessary.

Mistakes were made during training, but they were beneficial to all because of the lessons learned. The ability to train in a safe environment will help the reservists if they have to face similar situations when deployed overseas.

The enemy the PSU may face in an urban environment can be extremely dangerous. They can be mobile, agile and unknown until the first shot is fired. While on foot, members of the PSU must be able to react in seconds.

To reinforce the tactics learned in the classroom, the streets of the Southwest Marine



LOADING UP Lt. Clinton Carlson loads a magazine before training for convoy deployment techniques at an abandoned Naval housing complex in San Pedro, Calif., Aug. 18.

JUMPING RIGHT IN Members of PSU 311 jump into the boat basin at ISC San Pedro to complete their swimming qualifications.



A LIKELY HIDEOUT SNPS Sean Fadely of PSU 311 takes cover while training at the Southwest Marina in San Pedro, Calif.





FRONT MAN PS2 David Burch explains PSu 311's training during an interview with local media.

Shipyard simulated a foreign combat area. The troops had to remain alert for a possible attack by a sniper or the enemy. When shots rang out from a sniper in an unknown position, the members' training kicked in as they scattered to find sufficient cover.

Although they reacted effectively to the incoming fire, their next objective was to engage and eliminate the enemy. When locating a sniper or an enemy, it is important for the members to repeat commands so everyone in the unit knows what is happening, according to PS3 Jason Ely of PSU 311.

But equally important is understanding the enemy. The members were taught the types of techniques that a sniper would use and how the sniper would reinforce his hiding position. By combining classroom training with field tactics, the students were able to identify with a sniper, therefore giving them an added advantage to combat their adversary.


"Every exercise we are doing is designed to reinforce a skill that was taught earlier in training," Carlson said. "We are trying to make things as real world as possible."

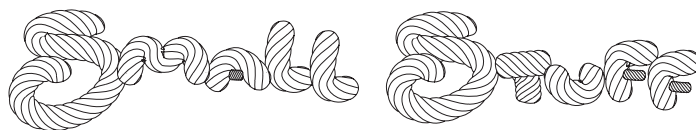
The Port of Los Angeles was the site of an exercise where Coast Guard boats secured a boat, representing a target for terrorists, from attack.

The security zone that was set around the target vessel for this exercise was 300 yards. Three 25-foot transportable port security boats were stationed in three different sections of the security zone to combat an attack. In addition, a PSU land-based security team was activated to complement the waterborne assets. Two other 25-foot boats acted as the enemy trying to breach the security zone and infringe upon their target.

When the enemy force tried to enter the security zone, they were thwarted each time. They were herded out of the security zone several times by one of the port security boats with a warning from the PSU crew, who made it clear that they would use force to stop the enemy if they tried to re-enter the security zone.

Several times, the opposition boats did try to re-enter the security zone, firing upon the high asset vessel and PSU vessels. Each time, the enemy boats were met with a barrage of gunfire that stopped their assault.

Although the training was only an exercise, it provided the members the knowledge and necessary skills they would need when operating on land and sea. After the two weeks of training, the members of PSU 311 are now ready to be deployed overseas and protect the nation they chose to defend. 



Air Station Clearwater celebrates 50 Years of C-130s

Air Station Clearwater's crew ushered in the 50th anniversary of the C-130's first flight Aug. 23, citing it as a major milestone in the life of the Hercules product line.

On Aug. 23, 1954, the first of two YC-130A test aircraft made a maiden voyage from Burbank, Calif., to Edwards Air Force Base. Approximately five years later, the Coast Guard received its first C-130.

The HC-130 has been the Coast Guard's primary long-range search and rescue and maritime patrol aircraft since 1959.

Currently, the Coast Guard's HC-130Hs, the last of which were delivered in the early 1980s, have among the highest operational tempos of any C-130 fleet in the world, with aircraft being flown roughly 1,000 hours a year.

The C-130J is the latest version to come off the longest continuous active military aircraft production line in history. Lockheed Martin formally delivered the first HC-130J Super Hercules air lifters to the Coast Guard at Elizabeth City, N.C., in October, 2003.

"We take great pride in being part of the rich aeronautical history the C-130 has embodied for the last 50 years," said Capt. Everett Rollins, Air Station Clearwater's commanding officer. "It is particularly gratifying to know that the Coast Guard's purchase of the newer 'J'-model will help carry on a successful future in search and rescue as well as other missions."

To date, more than 2,260 Hercules aircraft of all types in more than 70 different variants have been delivered to 60 countries since the program began. Today, 67 countries, counting those that bought used aircraft, fly the Hercules.

Lt. Christopher Kendall, Air Station Clearwater

Tax Season W-2 Address Changes

Tax season is almost here, and the address in Block 22 on your Leave and Earnings Statement is where your W-2 will be mailed. If it's incorrect, you have until Nov. 30, 2004, to change it.

Change it through your Servicing Personnel Office support staff or change it yourself in Direct Access. If you miss that deadline, you will have to wait until after Feb. 15, 2005, to request a duplicate 2004 W-2. Questions can be directed to the Personnel Service Center help line at 1-866-PSC-USCG (772-8724).

YN1 Patrick Butler, Personnel Service Center

Clarification

The Haitian vessel on the cover of the June issue of Coast Guard Magazine was first spotted by the crew of a Falcon jet from Air Station Corpus Christi, Texas.

Regrettably, the Falcon and its crew were not mentioned in the story, "To the Rescue."

Editor

**Promoted recently?
Receive an award?**

Remember, the folks back home care about YOU

Let family and friends back home know about your accomplishments.

See your Public Affairs Officer and fill out a Fleet Home Town News release form.



Housing

Single-family homes range in price from \$85,000 and up, condos from \$90,000.

Education

Five colleges, as well as both public and private schools, are in the immediate area. Also, Grand Rapids, Mich., 35 miles to the east, has two Big 10 University extension campuses.

Facilities

The group offers a medical facility and a small exchange. For medical and dental care beyond the scope of the group, contracted doctors and dentists in the local community provide the necessary care.

Weather

Temperatures vary widely from season to season, with an average of 20 degrees in January, and 80 degrees in July.

Greetings from Group Grand Haven, Mich.

Grand Haven, Mich., the only town known as “Coast Guard City, U.S.A.,” is a quaint, historic Midwest town where the nostalgia of TV Land crosses over into the modern era. The seemingly quiet town of 11,000 inhabitants comes alive each summer, demonstrating its citizens’ ardent patriotism and unparalleled bond with the Coast Guard.

Group Grand Haven is situated on the town’s waterfront, just a few blocks from the heart of downtown. With more than 6,000 nautical miles of coverage, and the oversight of eight stations, one air station, and one Auxiliary detachment, the Group is responsible for more than 200 search and rescue cases a year. More than one million people are registered boat owners in Michigan, making it the largest boating community in the country. Manned with only six officers and 31 enlisted members, Group personnel remain exceptionally busy responding to incidents in the vast and sometimes treacherous Lake Michigan.

Group Grand Haven is also the host command for Electronics Support Detachment Grand Haven and MSO Grand Haven.

During the 1930s, Grand Haven served as the homeport of the CGC Escanaba and was home to most of its crew. Today, it is the national memorial site of the Escanaba, in remembrance of the 101 Coast Guardsmen who died when the cutter was sunk by a German U-boat during World War II. Ray O’Malley, now the sole living survivor to escape the sinking ship, returns year after year to Grand Haven’s Coast Guard

Festival to be honored, as are all members of the Coast Guard and their families.

During the ten-day festival, which pays tribute to the Coast Guard, generations of families migrate from all over the country to celebrate. The event fills the streets downtown with festivities including carnival rides, concerts, games, parades, pageants, dances and many other events, all commemorating and honoring the Coast Guard.

The Coast Guard Festival isn’t the only draw to this lakeside town. Fishing, hunting, boating, horseback riding, skiing, sledding, and four-wheeling are readily available. For those who prefer a more placid adventure, the two-and-a-half-mile long boardwalk is dressed with more than 25 restaurants, as well as antique shops, boutiques, and pier shops. A farmer’s market and local marina also provide a variety of things to do. A well-preserved bike path meanders through town, extending for miles along the Lake Michigan shoreline.

No matter whether you come to Grand Haven for the Coast Guard Festival, to enjoy the hot summer days on the beaches of Lake Michigan, or to serve as a member of the Coast Guard in Coast Guard City, U.S.A., one thing is for certain: Grand Haven is a place that many people only dream of knowing, where “Leave It To Beaver” and “Pleasantville” meet “7th Heaven”, and only a lucky few have the opportunity of experiencing!

Story by Ensign Daniele Keating, Group Grand Haven

Check out Coast Guard career opportunities! Call 877-NOW USCG

LIGHT IN THE DARKNESS

As the third anniversary of the Sept. 11 attacks approaches, a test of the Tribute in Light Memorial illuminates a passing cloud above lower Manhattan Sept. 9.

Photo by PA2 Mike Hvozda,
PADET New York

